

EXECUTIVE SUMMARY

Capital Planning and Budgeting:

Sedgwick County's five-year Capital Improvement Program (CIP) includes building, remodeling, and repairing public facilities and infrastructure systems. This long-range CIP planning process began in 1982 with the goal of facilitating area-wide economic development by updating the County's roads, bridges, drainage systems, and other facilities.

Total planned 2002 capital spending is \$63,226,102, an increase of \$8,258,092 from the 2001 capital budget. The 2002 budget continues to support the County's commitment to maintain and improve its infrastructure, specifically roads, intersections and bridges (18 million), and also provides for several facility enhancements and additions, including:

- ✍✍ Widening of Rock Road to four lanes from 87th St. South to K-15
- ✍ Construction of the jointly funded railroad grade separation over Grand Avenue in Haysville
- ✍✍ A revised project concept for the Juvenile Complex approved in 2001
- ✍✍ 911 Dispatch and Emergency Operations Center
- ✍✍ Planning for the Expansion & Remodel of the Britt Brown Arena

Youth Service projects continue as one of five priorities set by the Board of County Commissioners (BOCC) during a goal setting meeting prior to initiating the 2002 budget process. The BOCC identified this goal to explore, promote and support education, prevention, and intervention for the community's youth. A Community Crime Prevention Fund was established in 1998 for the youth of our community by Sedgwick County to provide program funding. Major construction at the Juvenile Complex was approved in the 2001 budget. Planning and engineering studies conducted in 2001 that showed a planned energy center was not the most efficient solution. A revised concept for the Juvenile Justice Complex is presented in this CIP.

The BOCC also continues its commitment to maintaining existing County-owned facilities. Since many County-owned buildings are 25 to 50 years old, careful evaluation of and major investments in mechanical systems and roof replacements to maintain building integrity are appropriate. To address this need, many of these projects will be consolidated and funded by issuance of a Courthouse bond as provided for in state law. Although the bond will actually be issued in 2003, the County, by declaring an intention to issue this bond, can accomplish projects up to eighteen months earlier and be reimbursed when the bonds are actually issued. In 2002, those projects include an expansion of District Court facilities on the fifth floor and remodeling of the Jury Room on the first floor of the Main Courthouse. It also includes replacement of boiler fire tubes and obsolescent temperature control cards.

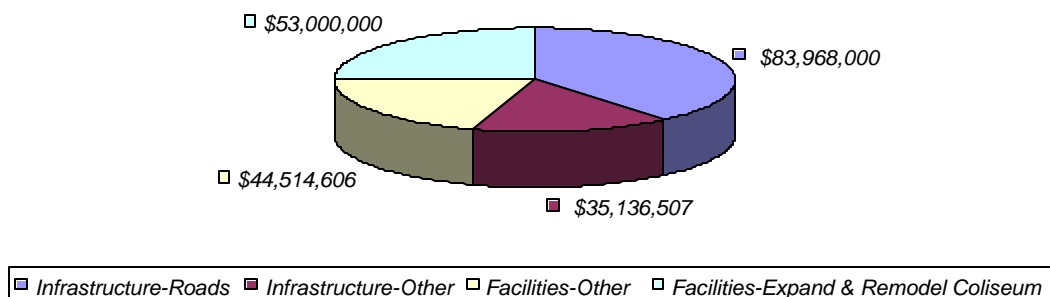
The CIP is funded on a year-by-year basis either from annual operating revenues from property tax, sales tax, liquor tax, and gasoline tax or as indicated by issuing bonds and making debt service payments over a period of years. The actual timing of bond issues proposed to fund a portion of this CIP plan may vary, depending on the interest rates and other priorities that may emerge in 2002. The following table shows those funding sources for 2002 and for the five-year program.

Fund Sources for 2002 and 2002-2006 Capital Improvement Program

Facilities	2002	2002-2006
Cash	487,140	1,309,526
Bonds	35,655,861	96,205,080
Total	36,143,001	97,514,606
Infrastructure (Roads, Bridges, Intersections and Drainage)		
Cash	10,495,101	52,550,201
Bonds	7,448,000	46,076,306
Other	9,140,000	20,478,000
Total	27,083,101	119,104,507
Grand total	\$63,226,102	\$216,619,113

The pie chart below further illustrates how the CIP five-year total spending of \$216,619,113 is allocated. Facility projects account for 45.2% of that amount. Improvements to the County's infrastructure make up the remaining 54.8% of the total. The renovation of the Kansas Coliseum makes up a quarter of the total.

Selected 2002-2006 CIP Expenditures by Category



The CIP Process:

In 1999, a new process was introduced to focus on realistic project planning and priorities of the County. That process has continued with minor modifications through the 2002. Consistent with prior years, the CIP is reviewed and updated starting in early spring. To prepare for that annual evaluation, Facility Project Services assisted departments in obtaining estimates and submitting project requests for the coming five years; these were then forwarded to their division directors to prioritize. Those prioritized requests were then forwarded to Facility Project Services who then submitted them to the Budget Department as it assumed responsibility for the process.

Staff consolidated requests and presented a five-year plan to the CIP committee early in the year. While the list of requests was initially unconstrained, the CIP committee returned some requests to departments, successfully helped resolve an EMS support facility issue and established a watch list (shown on the CIP spreadsheet) for those issues that were not yet fully defined or for which an accurate cost estimate cannot yet

be developed. Special emphasis was given to projects initiated in previous years, projects that required system replacements or intended to prevent building deterioration. These projects received priority over remodeling or new construction projects. The committee was successful in following priorities provided by division directors.

After several meetings, the CIP Committee prioritized each facility project and developed a rank order listing. This priority is reflected in the project listing order on the CIP Facility Project spreadsheet that follows this executive summary. Projects in the Courthouse Bond issue are all grouped together with the prefix 2 and are listed together by building.

The CIP Committee consisted of Jerry Harrison (Assistant County Manager), Bob Lamkey (Public Safety Director), Chris Chronis (Chief Financial Officer), Marvin Krout (Metropolitan Area Planning Department Director), David Spears (Public Works Director), and Kathy Sexton (Assistant County Manager/Chief Information Officer). Facility Project Services and Budget departments provided staff support.

Project Execution and Prior year projects

Prior year approved projects that staff anticipates will not be completed by the end of the 2001 calendar year are listed in the Facility Project spreadsheet and receive careful review during the CIP Process. Projects that are superseded or unable to be accomplished due to changed circumstances will be recommended for cancellation and their corresponding funding will be returned to the general fund with Board of County Commission approval.

Impact on the Operating Budget:

The 2002 County Operating Budget includes \$15 million in debt service for payment of long term debt used to finance past capital spending, \$11 million in cash supported (sales tax and property taxes) capital projects and \$1.8 million in lease payments to the Public Building Commission (PBC) for facilities financed through PBC. Sedgwick County PBC financed projects include Exploration Place, the Sedgwick County Public Works facility and the Regional Forensic Science Center. Approximately 13.7% of the County's legal budget of \$197 million is for capital improvements.

The impact of the CIP on the County Operating Budget for 2002 remains manageable. Since the new Juvenile Detention Facility will not be completed until approximately 2004, additional staff will not be needed until then. Elsewhere in the County, emphasis will be placed on maintaining and improving current County facilities in order to perform in an increasingly efficient and effective manner.

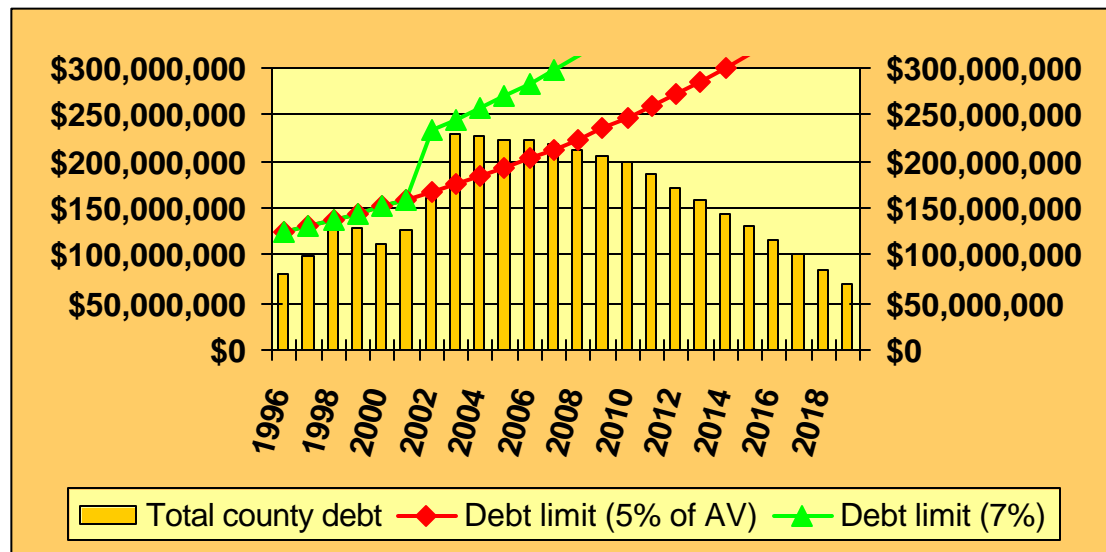
Debt Limits

In 1991 Sedgwick County established a policy (Resolution 219-1991), which requires that debt will not exceed five percent of all the assessed valuation of all the tangible taxable property within the County. If the Capital Improvement Program is adopted, executed and financed as proposed, a revision to that debt policy will be necessary. The largest project proposed in the CIP, the Expansion and Remodeling of the Britt Brown Arena with a projected cost of \$53 million dollars, in combination with other bond

funded projects in 2003 would require a resolution increasing the debt limit to 7% from the current 5%.

It is important to note that CIP projects planned for 2002 reflects firm commitments to projects. The second through the fifth years of the Capital Improvement Program are planning years. Although they reflect the current best judgment of staff and senior decision makers, circumstances may change. The project to upgrade the Kansas Coliseum is a good example. As the time this budget is approved, community discussions on a possible downtown arena are still in their early stages. If a downtown arena is approved, a revised concept for the Coliseum functional upgrades could be expected. In this case the debt limit might not need to be adjusted upward. The following chart reflects that increase in debt if all projects were built as planned. It should also be noted, the County Commission always has the option of deferring projects consistent with the availability of resources.

Planned CIP Expenditure Impact on Existing Debt Limit



State Mandates:

State law (K.S.A. 68-506f) requires counties to maintain streets in cities of less than 5,000 population which form connecting links in the County road system and highways included in the secondary road system or in the system of County minor collector roads and highways. This state mandate requires Sedgwick County to maintain such roads in all cities within the County except for Derby, Haysville, Park City, and Wichita. According to state law, these cities are large enough that they are expected to maintain their own streets and highways. These cities receive an annual maintenance fee per lane-mile to maintain state highway connecting links within their city limits.

2030 Transportation Plan:

In 2000, the 2030 Transportation Plan updated the basic 2020 plan. The 2020 Transportation Plan is an element of the Comprehensive Plan prepared by the Metropolitan Area Planning Department and was approved by the Board of County Commissioners on December 7, 1994. The 2020 Transportation Plan addressed the planning period from 1993 to 2020. Several key mobility issues in Wichita and Sedgwick

County highlighted in the basic (2020) plan include:

- ✍✍ The need to improve the freeway system, especially Kellogg (US 54)
- ✍✍ Congestion on arterial streets and intersections
- ✍✍ Frequent traffic stoppages at train crossings
- ✍✍ The need for crossings over the Wichita/Valley Center Floodway and I-235
- ✍✍ The number of county bridges with posted weight limits
- ✍✍ Low commuter usage of the turnpike on the southeast side of the City of Wichita

Also of note in the 2020 Transportation Plan are the following highlights:

- ✍✍ Maintenance costs from 1993 to 2020 are estimated to be \$307 million for Sedgwick County and \$182 million for Wichita (in 1994 dollars). Sedgwick County's costs are significant due to the large backlog of bridges needing reconstruction and the extensive paved road system that are to be reconditioned over the 27-year planning period.
- ✍✍ The purpose of the County Road System is to:
 1. Connect cities in Sedgwick County to each other;
 2. Connect to other cities in adjoining counties;
 3. Provide modern all-weather farm-to-market roads;
 4. Generally provide for quick, efficient movement across the County in all directions.

The 2030 update provides several important revisions to the basic plan. It identifies system changes made in the first five years of the plan (1994-1999), examines the traffic problems in 1997 and identifies those sections on major arterial streets that experienced high traffic demand beyond the desired service levels in 1997 and are consequently identified as areas of congestion. It details proposed improvements between 2000 and 2030, details potential residual problems and anticipated financing requirements from various sources.

How the CIP Addresses State Mandates and the 2030 Plan:

Sedgwick County's 2002-2006 Capital Improvement Program addresses many of the significant transportation issues noted in the recently updated 2030 Transportation Plan. The CIP also fulfills the County's responsibility to maintain existing paved roads in the County and its statutory duty to maintain connecting links in most cities in the County.

The Division of Public Works constantly monitors traffic on arterial streets and at intersections. The priority of various CIP projects is adjusted according to this changing traffic information. The need to cross over the floodway is recognized, and significant County efforts have been put into identifying possible solutions. In the 2002 CIP, the problem of frequent traffic stoppages is directly addressed by project I-78. This project to provide a railroad grade separation at Seneca Street and Grand Avenue in Haysville should begin construction in 2002.

The CIP also includes an aggressive replacement program for bridges with posted weight limits. The

following table demonstrates the number of bridges to be constructed in the designated year. The bridges in the future column are anticipated, but not yet included in the five-year plan.

2002	2003	2004	2005	2006	Future	Total
10	9	9	10	1	14	53

The County continues to support efforts on obtaining state funding for projects to address other issues identified in the 2030 plan, such as the freeway system and crossings over the floodway. With one exception, such projects are not included in the CIP because a funding source has not been identified for the project. Once a funding source is specified and the project is approved, then it will be included in the Capital Improvement Program.

The following pages provide a project summary and detailed project information in the order of priority recommended by the CIP Committee and approved by the Board of County Commissioners.

2002-2006

Capital

Improvement

Program

Financial Summary